

## Public Information Meeting

# W E L C O M E

Wednesday, April 23

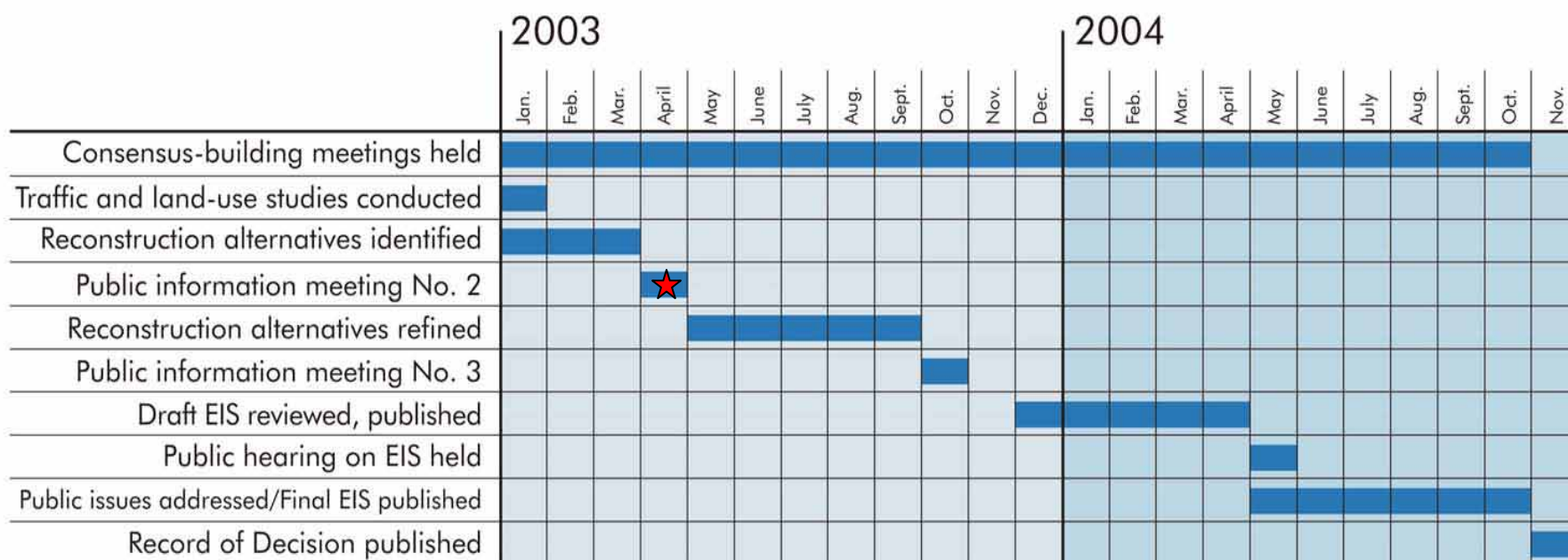
Open House 6 to 9 p.m. ■ Presentation 7 p.m.

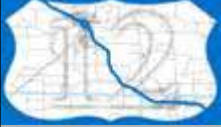
## Please sign in





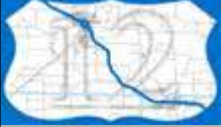
# Schedule





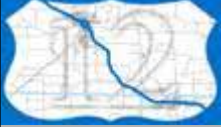
## Purpose for Improvements

- Improve current and future regional traffic flow to serve inter-state and inter-regional travelers
- Improve safety for users including pedestrians, bicyclists and motor vehicles
- Accommodate heavy traffic volumes, including heavy trucks, so that the roadway meets the role of a Corridors 2020 and National Highway System route
- Improve the Level of Service of US 12 in the study area



## Alternative Analysis

- Studying a broad range of alternatives
- First, identify reasonable and feasible alternatives
- Alternatives will evolve as more information becomes available
- Sources of input:
  - **Advisory Committee**
  - Field reviews
  - Local/State/Federal agencies
  - Written comments
  - Public Informational Meetings



## Data Analysis

- Technical Evaluation
  - Traffic Analysis
  - Safety Analysis
  - Preliminary Alignment Location Maps
  - Definition of Alternatives
  - Screening Criteria
  - Screening Matrix
- Considered works in progress that will continue to be updated as the study continues



## Existing and Planned Land Use

### LEGEND

#### Existing Land Use

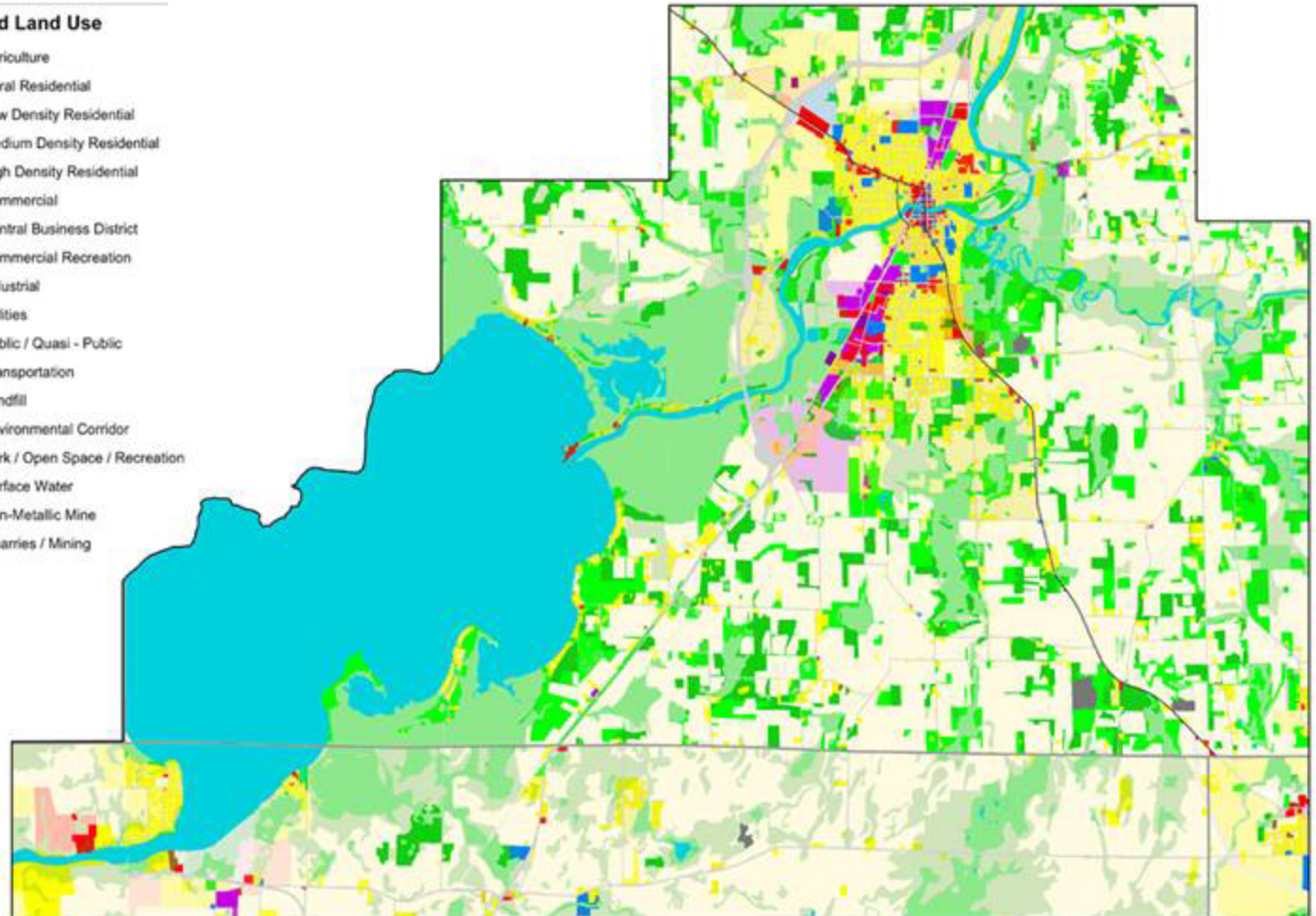
- Agriculture
- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Central Business District
- Commercial Recreation
- Industrial
- Utilities
- Public / Quasi - Public
- Transportation
- Landfill
- Environmental Corridor
- Park / Open Space / Recreation
- Surface Water
- Non-Metallic Mine
- Quarries / Mining

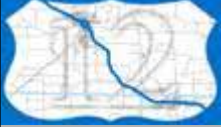
#### Planned Land Use

- Agriculture
- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Central Business District
- Commercial Recreation
- Industrial
- Utilities
- Public / Quasi - Public
- Transportation
- Landfill
- Environmental Corridor
- Park / Open Space / Recreation
- Surface Water
- Non-Metallic Mine
- Quarries / Mining

Note: Planned land uses shown in lighter shades.

Source: City of Fort Atkinson, Jefferson County, Rock County, SEWRPC, and HNTB, 2002

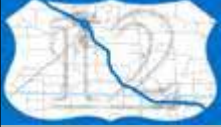




## Alternative Requirements

- All alternatives meet Corridors 2020 and National Highway System standards
  - Urban area ..... four lanes with design speeds from 30 to 50 mph
  - Rural area ..... two or four lanes with a design speed of 60 mph
  - At least one 12' lane in each direction for heavy trucks in urban areas and all 12' lanes in rural areas

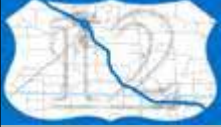




## Highway Access

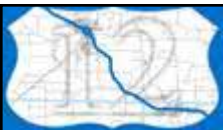
- Consolidated access on existing alignments where feasible
- Access by interchange for alternatives on new Right of Way
- All alternatives connect to Whitewater US 12 bypass





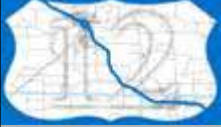
## 2 Alternatives Recommended for Removal from Further Study

- WisDOT, drawing upon the public and the Advisory Committee, recommended elimination of two alternatives from further study due to high environmental impacts and lack of public support.
  - Alternative 4 ..... Outer East - Jefferson Co. Hwy N
  - Alternative 6 ..... Inner South - south of Hackbarth Road



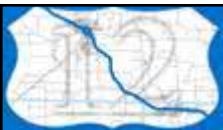
## Remaining Alternatives Recommended for Further Consideration

- Alternative 1 ..... No Action
- Alternative 2 ..... Reconstruct Existing Alignment - Widen Roadway
- Alternative 3 ..... Far South - Rock Co. Hwy N from STH 26 - Whitewater
- Alternative 3A ..... Far South - Rock County Hwy N from IH 39/90 - Whitewater
- Alternative 5 ..... Inner East
- Alternative 7 ..... Outer South



## Alternative 1: No Action

- Approximately 5 miles long
- No improvements other than those already funded
- Improvements already funded include:
  - Madison Avenue
    - Lexington to Banker reconstruct to 4 lanes
    - Banker to Main widen but stripe as 2 lanes
    - Intersection improvements at Robert Street
  - STH 26
  - Rock Co. N to Bus 26 South widen to 4 lanes
  - Bus 26 South to Bus 26 North widen to 4 lanes



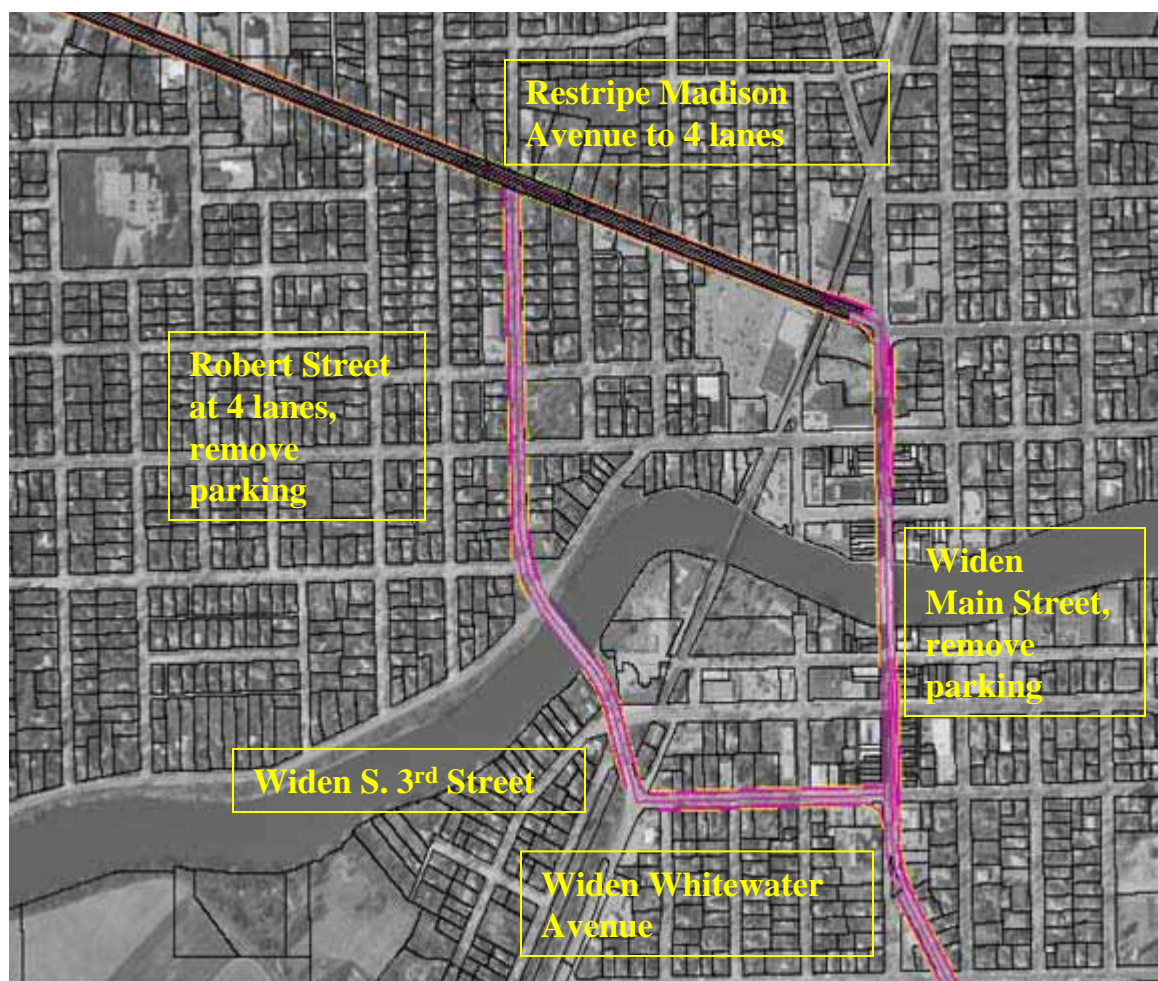
## **Alternative 2: Reconstruct existing alignment and widen roadway**

Widen Whitewater Avenue  
and US 12 south of Fort  
Atkinson to 4 lanes

Widen Main Street and  
remove parking

Stripe Madison Avenue as  
4 lanes with some  
widening, remove parking

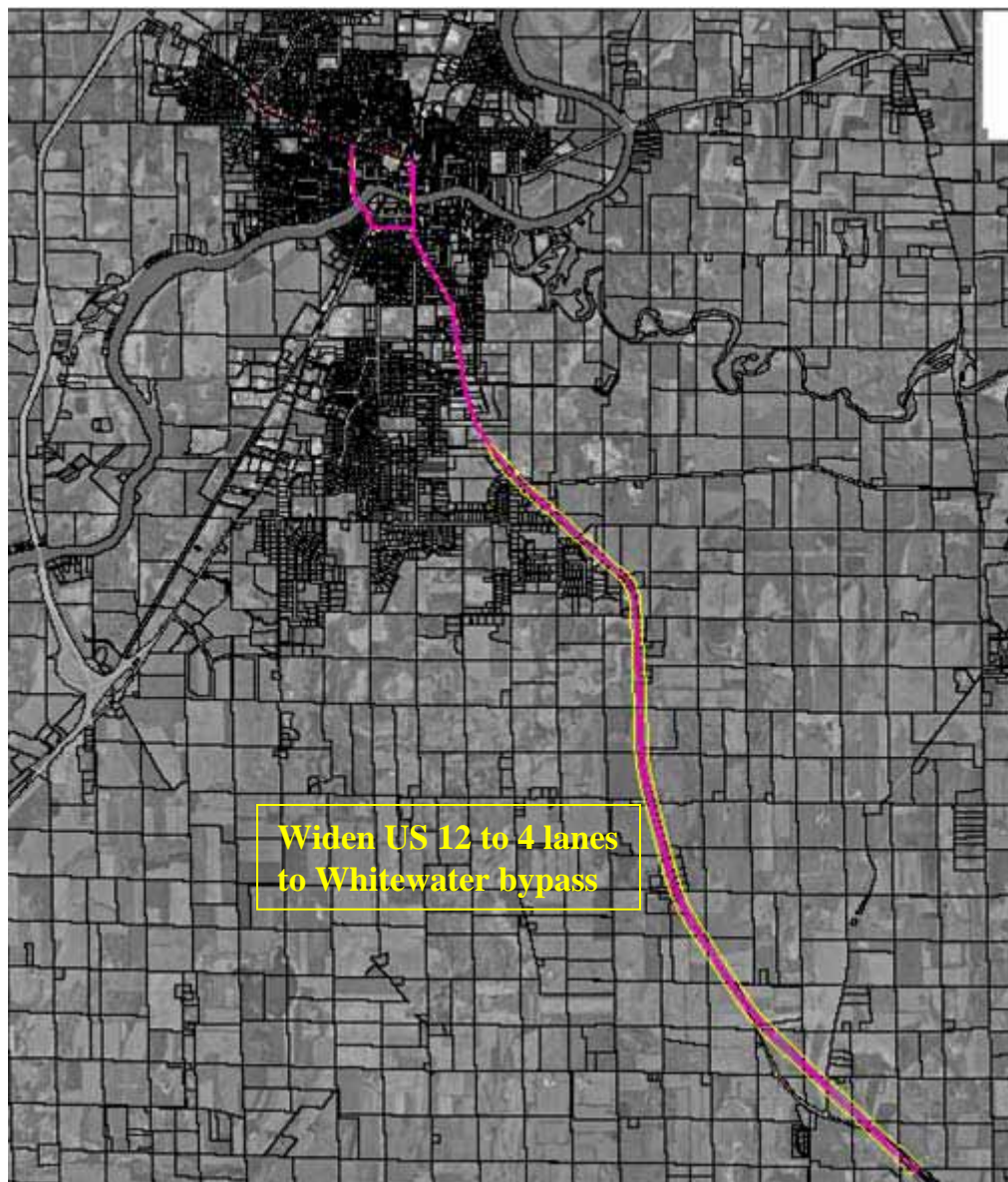
Stripe Robert Street as 4  
lanes with some widening,  
remove parking



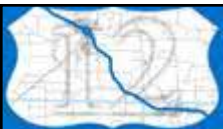


**Alternative 2:  
Reconstruct  
Existing  
Alignment -  
Widen Rural  
Roadway**

Widen existing Whitewater  
Avenue and US 12 south of  
Fort Atkinson to 4 lanes



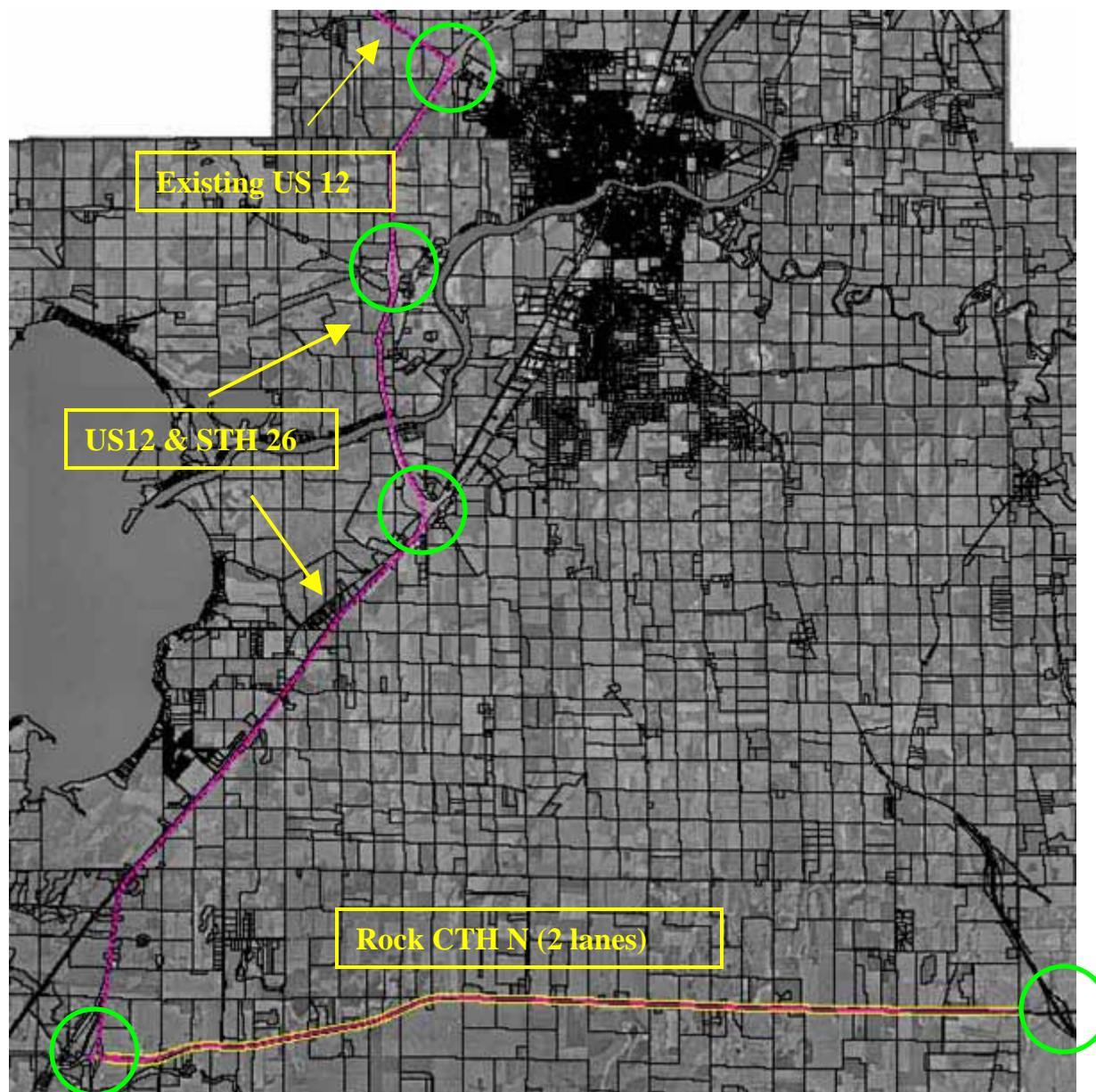
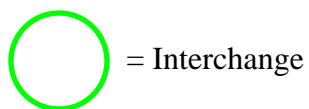


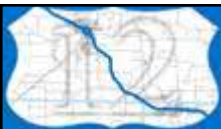


### **Alternative 3: Far South (Rock Co. N from STH 26 to Whitewater)**

Utilizes the reconstructed  
4-lane STH 26 to Rock  
County Hwy N

Rock County Hwy N from  
STH 26 to the  
Whitewater Bypass would  
be 2 lanes



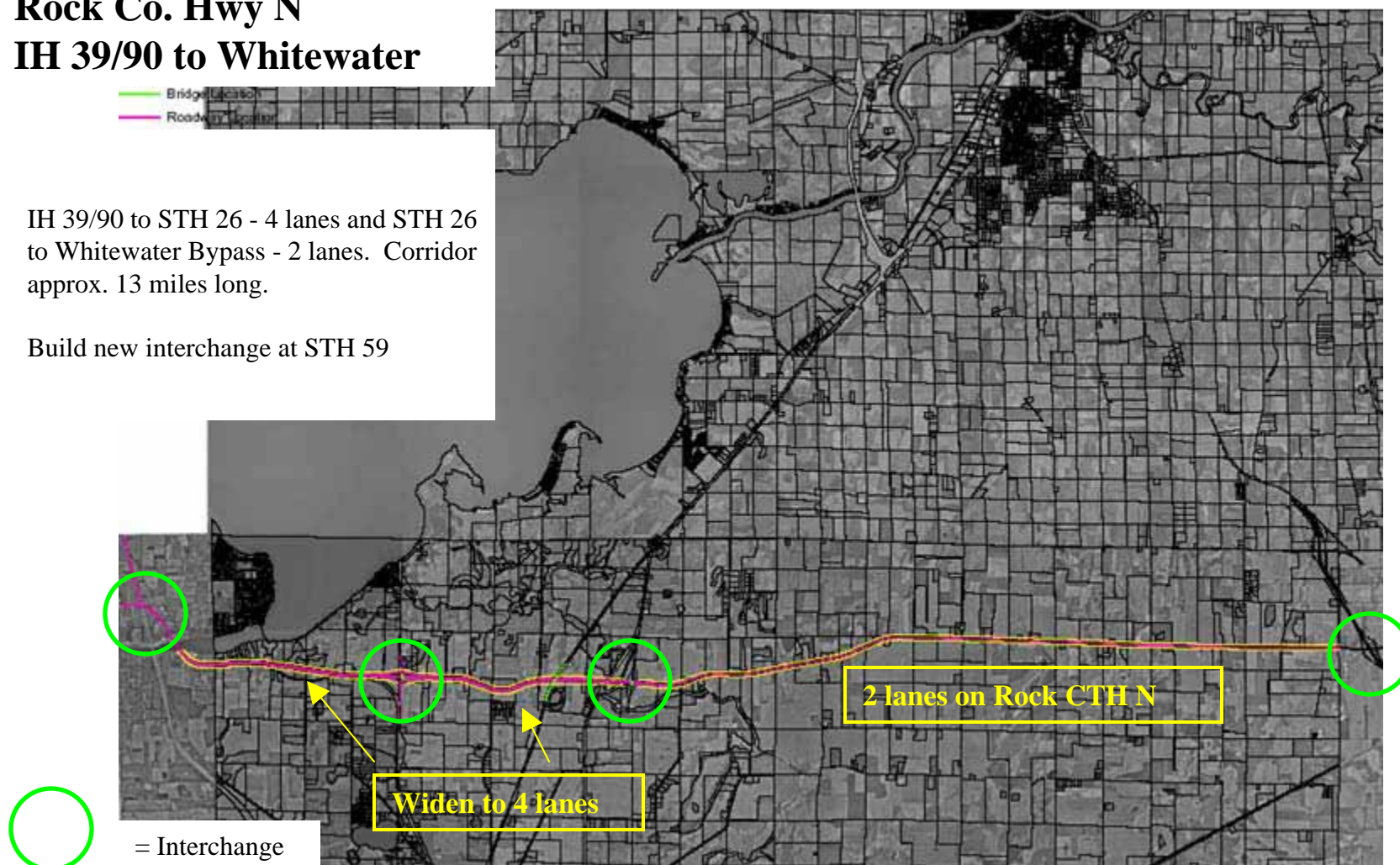


## Alternative 3A: Far South Rock Co. Hwy N IH 39/90 to Whitewater

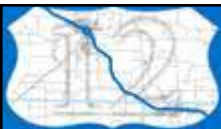
Bridge Location  
Roadway Alignment

IH 39/90 to STH 26 - 4 lanes and STH 26 to Whitewater Bypass - 2 lanes. Corridor approx. 13 miles long.

Build new interchange at STH 59







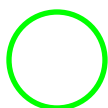
## Alternative 5: Inner East

New rural 4-lane highway  
approximately 8 miles long

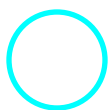
Crosses CTH M, Bark River,  
Deer Creek, Rock River

Reconstruct interchanges at  
US 12 north and STH 26  
north

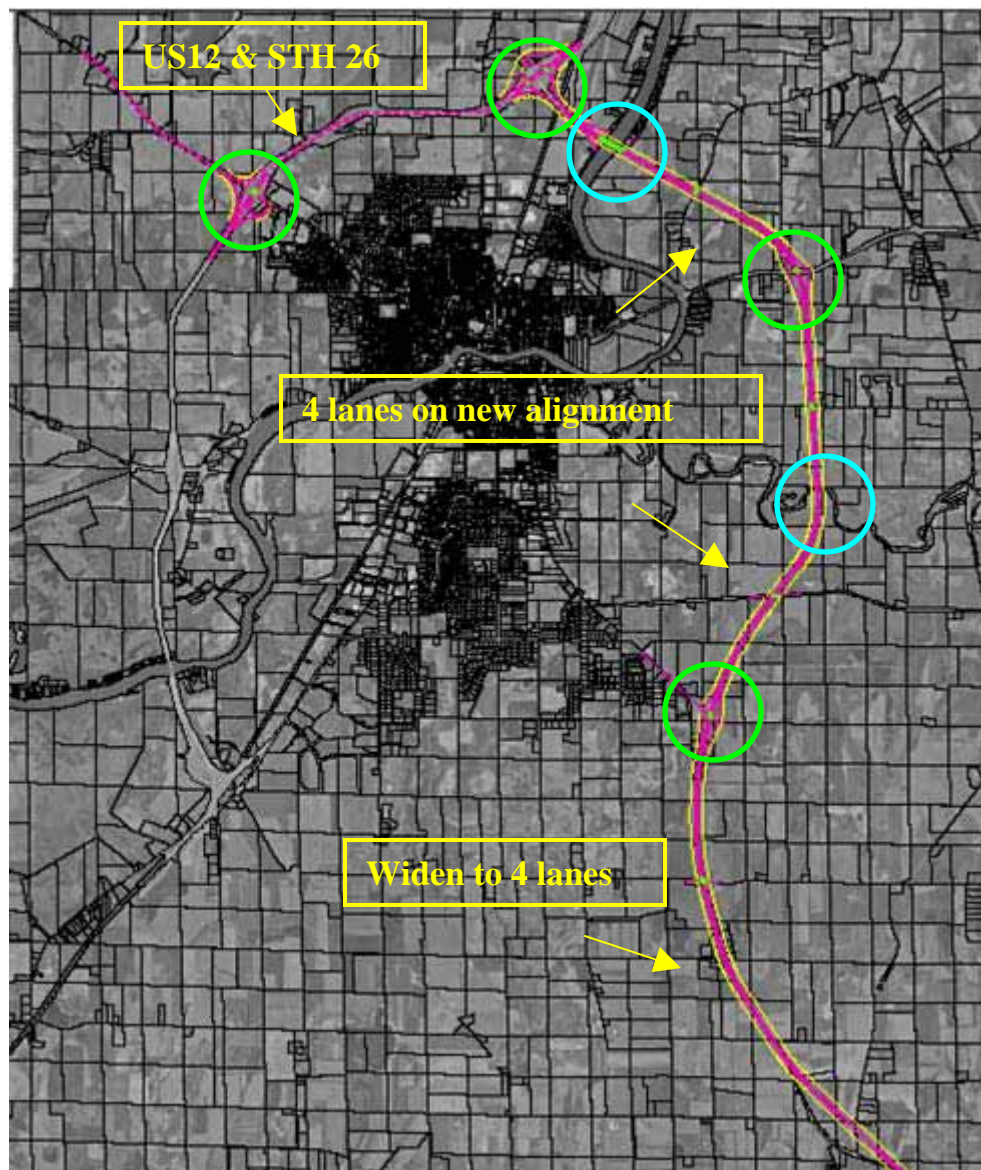
New interchanges at  
US 12/Whitewater Avenue  
and STH 106

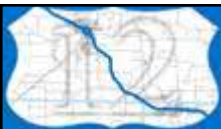


= Interchange



= River crossing



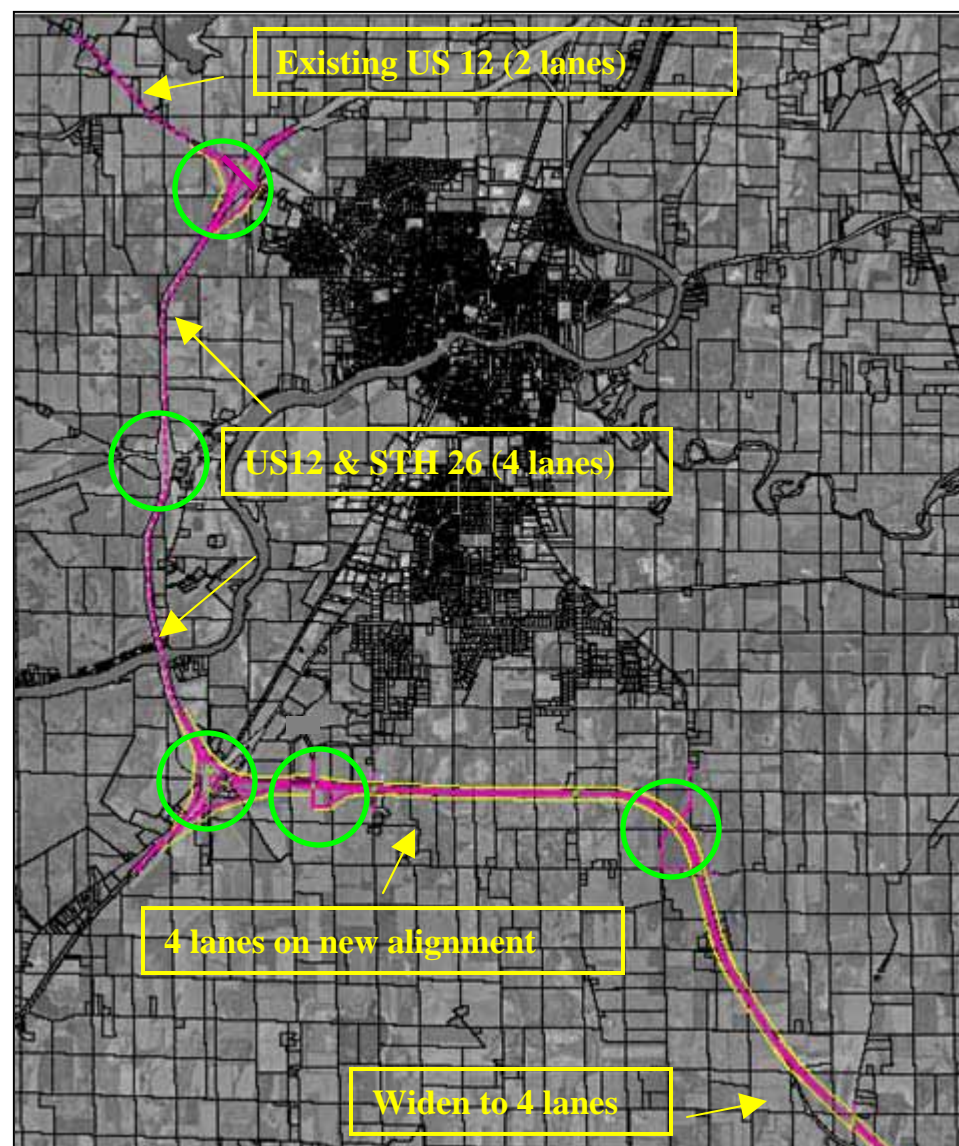
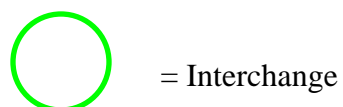


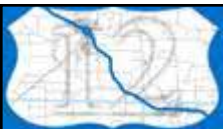
## Alternative 7: Outer South

New rural 4-lane highway  
approximately 6 miles long from  
Whitewater bypass to STH 26  
south I/C

Reconstruct interchanges at STH  
26 north and south

New interchanges at Commerce  
Parkway and  
US 12/Whitewater Ave.





## **Estimated Reduction in Traffic (2030) on Whitewater Ave**

	<b>All Vehicles <u>(vehicles/day)</u></b>	<b>Heavy Trucks <u>(vehicles/day)</u></b>
• Alt 1	0	0
• Alt 2	0	0
• Alt 3	850	350
• Alt 3A	1,600	350
• Alt 4	5,100	620
• Alt 5	5,600	620
• Alt 6	100	0
• Alt 7	3,600	620





# Initial Environmental Screening Criteria<sup>1</sup>

Environmental Issues	Measure	Alternatives Recommended for Further Study						Recommended to be Eliminated <sup>2</sup>	
		1 No Action	2 Through Town	3 Rock Co., N	3A Rock Co., N to Neville	5 Near East	7 Outer South	4 Far East	6 Near South
<b>Project Length</b>									
Distance between project termini	Miles	0	8.3	7.6	13.2	8.4	5.7	9.1	5.8
<b>Project Cost</b>									
Estimated construction cost <sup>3</sup>	Million \$	\$0	\$16.2	\$12.4	\$33.3	\$44.7	\$30.4	\$36.7	\$18.2
<b>Estimated Real Estate Impacts Within the Limits of Each Alternative<sup>4</sup></b>									
Houses	Number	N/A	10	28	67	35	24	35	19
Commercial buildings	Number	N/A	27	0	5	0	1	3	0
Other buildings or structures	Number	N/A	18	24	58	33	27	38	14
<b>Estimated Environmental Impacts Within the Limits of Each Alternative</b>									
Total area in agriculture <sup>5</sup>	Acres	0	25	165	304	299	240	218	119
Wetlands <sup>6</sup>	Acres	0	<1	4	9	30	38	45	14
Woodlands <sup>6</sup>	Acres	0	0	0	0	23	4	24	8
Flood plain	Acres	No	1	1	7	73	31	85	17
Endangered species	Yes/No	No	Maybe	Maybe	Maybe	Maybe	Maybe	Maybe	Maybe
Historic properties <sup>4</sup>	Number	2 districts	2 Districts	0	1	0	0	1	0
Archeological sites <sup>7</sup>	Number	0	0	0	4	8	3	1	0
New and rebuilt interchanges	Number	0	0	0	1	4	4	3	0
River and stream crossings	Number	0	3	2	4	4	3	3	2
Parks, state wildlife areas	Number	0	3	0	1	0	0	1	0
<b>Traffic Impacts</b>									
Reduction Total Traffic on existing corridor <sup>8</sup>	Daily vehicles	0	0	850	1600	5600	3600	5100	100
Reduction Heavy Trucks on existing corridor <sup>9</sup>	Daily vehicles	0	0	350	350	620	620	620	0

## Explanatory Notes:

<sup>1</sup>The information provided herein is preliminary and represents estimates based on readily available data. These estimates are subject to revision as detailed engineering is completed as part of the EIS process.

<sup>2</sup>Alternatives 4 and 6 are recommended to be dropped from further consideration due to environmental impacts and lack of public support.

<sup>3</sup>Estimated construction costs do not include purchase of right of way or relocation. Engineer's estimate provides additional information on cost estimates.

<sup>4</sup>The limits of the alternatives are indicated on the Alternative Alignment displays.

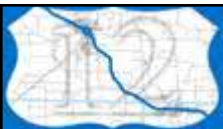
<sup>5</sup>Estimated acreage is based on existing land use inventories collected by the local agencies.

<sup>6</sup>Shore is recorded in the National Register of Historic Places. Detailed study will be conducted during the EIS of all affected historic sites.

<sup>7</sup>Shore mapped during various studies conducted for other area projects. Detailed study will be conducted during the EIS of all affected archeological sites.

<sup>8</sup>Some variation exists between US 12 segments. Reduction shown is representative of segment located on Whitewater Avenue/US 12 South.

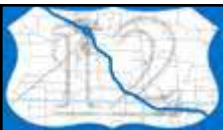




## Estimated Construction Costs (2003 Dollars)

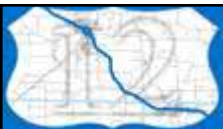
(Real Estate Costs Not Included)

	Length <u>(miles)</u>	Estimated Cost <u>(million \$)</u>
• Alt 1	0.0	0.0
• Alt 2	8.3	16.2
• Alt 3	7.6	12.4
• Alt 3A	13.2	33.3
• Alt 4	9.1	36.7
• Alt 5	8.4	44.7
• Alt 6	5.0	18.2
• Alt 7	5.7	30.4



## Estimated Real Estate Impacts

	<u>Houses</u>	<u>Commercial</u>	<u>Other</u>
• Alt 1	0	0	0
• Alt 2	10	27	18
• Alt 3	28	0	24
• Alt 3A	67	5	58
• Alt 4	35	3	38
• Alt 5	35	0	33
• Alt 6	19	0	14
• Alt 7	24	1	27



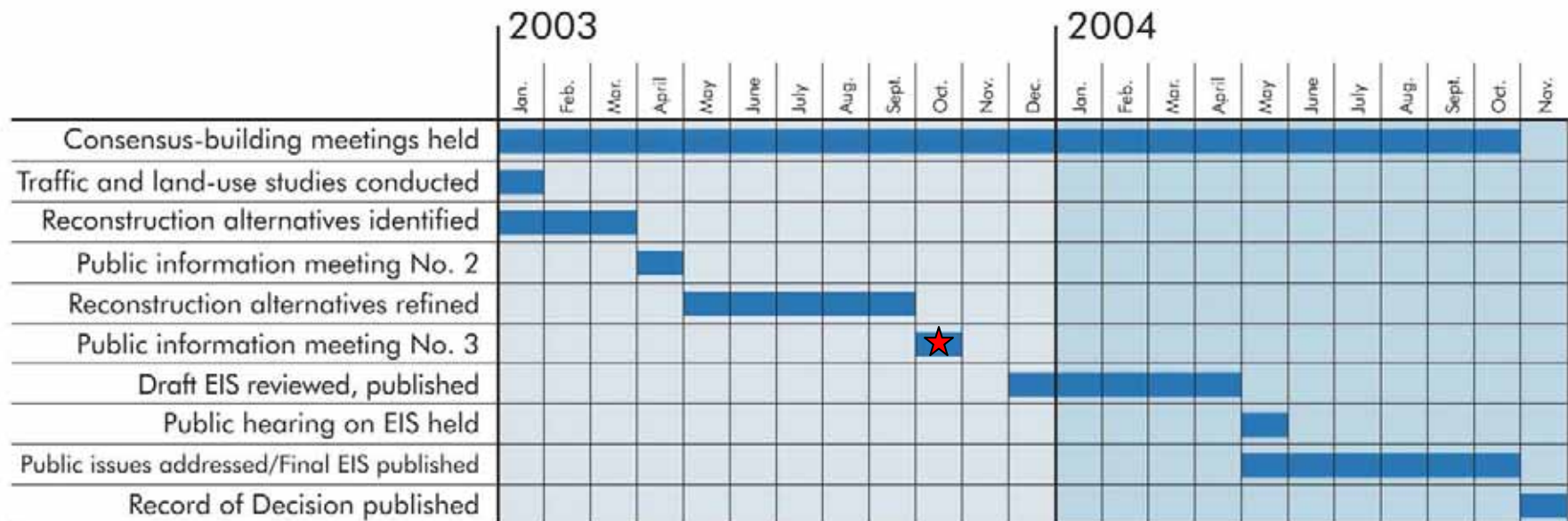
## Estimated Environmental Impacts

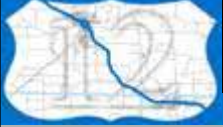
	<u>Ag Land</u> <u>(acres)</u>	<u>Wetland</u> <u>(acres)</u>	<u>Wooded</u> <u>(acres)</u>	<u>History/Arch.</u> <u>(# known)</u>
• Alt 1	0	0	0	2 districts
• Alt 2	25	<1	0	2 districts
• Alt 3	165	4	0	0
• Alt 3A	304	9	0	5
• Alt 4	218	45	24	2
• Alt 5	299	30	23	8
• Alt 6	119	14	8	0
• Alt 7	240	38	4	3





- Continue to refine and narrow alternatives
- Detailed data collection (arch, historical, wetland, etc.)
- Public Information Meeting #3 in October





*Questions?*

*Thank you for attending!*

*Your comments are appreciated.*